July, 1959 - Number 162

SOCIETY ACTIVITIES

The Society will hold outdoor meetings on the third Friday of July and August. The July meeting will be held accordingly on the evening of the 17th., and will take the form of an observation meeting at C.N.R. Port Credit Station.

Past Meetings - June 19th.: The season in Room 486 ended in very gratifying fashion with 41 members and 3 guests present, for one of the best attendance totals of all time. A most interesting program of movies was presented by Mr. John Mills, featuring the various districts of the British Railways, and a roll taken on the three Welsh narrow gauges, the Vale of Rheidol, the Talyllyn and the Festiniog. The program concluded with a showing of the classic *Steal of Empire*, a parody of early Canadian railway history, produced, directed and acted by UCRS and CRHA members several years ago.

COMPREHENSIVE WINNIPEG SUBWAY PLAN

Toronto transit consultant Norman D. Wilson, retained by the Greater Winnipeg Transit Commission to survey the city's future public transportation needs, has recommended the construction of a comprehensive sub-surface electric railway system. His report to the commission calls for a 23.15 mile, three route subway system, the construction of which would entail the outlay of some $499 million. He recommends the system as the only practical solution to the anticipated growth of the urban area, which, it is predicated, will contain 765,000 persons by 1981.

The cost estimate is based on established costs of subways construction in Toronto. At an average of $11.5 million per million, the 23-mile Winnipeg system would use some $265 million in basic construction. As in the case of the Bloor subway, it is recommended that public authority should bear the cost of this. The balance of capital expenditures would include the cost of construction of maintenance shops, car equipment, signals, etc.

Mr. Wilson assured the Commission in his report that his recommended system was both practical and desirable. He used figures extensively from a 1957 report prepared by Wilbur Smith & Associates (which recommended an expressway system), and recommended the subway system in lieu of expressways as the estimated costs of construction were generally equal, with the subway giving a greater return in terms of passenger capacity made available.

The system would have six prongs extending outwards from the central core in all directions, and would include four crossings of the Red River, which creates a north-south barrier across the city. The system is recommended for construction in nine stages as follows:

STAGE	ROUTE	FROM	TO	MILEAGE
1	Portage - N. Main	Queen Street (St. James)	Redwood Avenue	4.55
2	Osborne	Arnold Avenue	Notre Dame Avenue	2.50
3	Osborne	Notre Dame Avenue	Kelvin Street	2.40
4	Osborne	Arnold Avenue	Ste. Anne's Road	1.80
5	Osborne	Kelvin Street	Nairn Avenue	1.70
6	Portage - N. Main	Main & Redwood	McPhillips Street	2.45
7	Pembina - William	Arnold & Daly	Isabel Street	3.75
8	Pembina - Williams	Daly Street	McGillivray Boulevard	1.85
9	Pembina - Williams	Isabel Street	Keewatin & Eltin	2.15
TOTAL MILEAGE				23.15

Station spacing is recommended as $^{5}/_{16}$ of a mile, with platforms to be 500 feet long to

allow for further increases in the length of trains. The stations would be designed so as to permit direct interchange with feeder buses without the use of paper transfers. Mr. Wilson observed that subway riders could move at twice the speed of surface transit, and that overall operation costs on the system would accordingly be lower. The average speed, including stops, on the subway is estimated at between. 18 and 20 M.P.H.

The Greater Winnipeg Transit Commission received the Wilson report rather enthusiastically, as may be judged from the fact that the Commission is urging that a start be made on construction within five years, so as to have least the Portage-North Main route in operation within ten years.

Provincial and municipal officials, who will play a vital part in the implementation of the Wilson recommendations, have yet to make known a formal reaction to the report, being possibly rather stunned by the sudden realization that expenditures of this magnitude are going to have to be made to combat a traffic stalemate, even in an urban organism which has yet to reach the "big city" stage. Perhaps the very fact that there was not an immediate cry of "outrage" at the suggestion of the use of public funds, rather than fare box receipts, for a great proportion of the total outlay, augurs well for the future of rapid transit in Winnipeg.

Map: Proposed Winnipeg Subways 0162-001.pcx

➢ Canadian National Railways sold four steam locomotives to the Edaville Railroad museum at South Carver, MA, during June. Included are 47 (4-6-4-T), 96 (2-6-0), 1395 (4-6-0) and 6039 (4-8-2).

The first three named were sent from Turcot roundhouse, whereas 6039 went from Grand Trunk Western.

➢ The Malagash Salt Company recently offered for sale by tender a 44-ton General electric diesel, along with the other equipment of the plant at Malagash, NS.

➢ Toronto Transit Commission track jobs currently in progress are the relaying of Bloor Street rail from Runnymede to Jane Loop, and the levelling of track on Lakeshore Road in the vicinity of Christie's bakery.

A NIGHT AND A DAY ABOARD C.N.R. 15636

By Thomas F. McIlwraith, Junior

(**Editor's Note**: In somewhat lighter vein, and as an interesting aside to the Belleville - Bancroft C.N.R. excursion of last May 10th., there follows an account, written by a member of the U.C.R.S. "Hard Boiled Egg Committee", of the activities of said Committee both prior to and during the trip).

Undoubtedly the most popular car in the consist of the Belleville -Bancroft excursion of May 10th., 1959, was C.N.R. Lunch Counter car 15656. A report of how it got that way is submitted herewith.

Car 15636 arrived in Belleville, ON as part of Train 5 at 2:18 P.M., E.S.T., Saturday, May 9th., and was immediately removed to a position on the most northerly track in the coach yard. About 4:30 P.M., E.S.T., a small grey MG (Ontario registration 10-495) arrived with supplies, which included, in alphabetical order:

Item	Quantity	Price
Bread, white, loaf	38	2/25¢
Butter, pound	16	0.68
Cheese slices, package	13	0.27
Coffee, instant, jar	10	0.85
Cup, dixie		7/55
Egg, hardboiled, unshelled, dozen	10	

Freyseng, J.	1	Priceless	
Ham, sliced	150	$13.00	
Mayonnaise, bottle		0.69	
Milk, quart	16	4.20	
Mustard, jar	3	0.25	
Onion	12	0.35	
Pepper, jar		0.49	
Sandusky, R. J.	1		Also priceless
Serviettes, box	2		0.45
Straws, box	3	0.19	
Sugar, cube, box	3		
Wax paper, box	4	0.31	

All but two of the above items were carried across the yard to 15636, a sooty old wheelbarrow being of considerable use at this point. Four cases of soft drinks were also purchased.

Following dinner, an assembly line was set up on the counter, in which

- YOUR REPORTER slavishly waved a buttery knife over a piece of bread
- MIKE JACKSON got hooked into doings this also, while
- GEOFF. MURPHY arduously opened loaves of bread, piling pairs of slices in precarious pyramids for the use of the aforementioned, who passed the buttered slices on to
- RON COOPER who slapped a slice of cheese or ham into position, stuck a piece of buttered bread on top and passed the completed sandwich on to
- JOHN MILLS who wrapped said sandwiches in waxed paper and piled them into cartons, while
- JOHN FREYSENG and
- BOB SANDUSKY swore at eggs whose shells stuck.

Duly shelled, the said eggs were trod upon and transformed into a golden mush. Weepy Murphy added the onions, poured in milk, and the whole thing skidded to a stop between two pieces of bread. Three members of the crew were forced to retire to the confines of a distant motel when overcome by the ever rising fumes of hydrogen sulphide. The rest, gas masks in place, continued valiantly on.

Four hours and 418 sandwiches later, the four remaining members of the dining crew turned porter, making up thy berths within 15636, then turned off the lights, turned in, turned over and fell asleep.

3:29 A.M., May 10th.: A yard diesel banged on and 15636 began to move. John Freyseng got up, stumbled through the egg sandwiches to the end of the car, and greeted the brakeman. (Your reporter, on observing the dent in the roof, is led to believe that the salutation was not anticipated by the latter). Ice was brought aboard and dropped into the coolers. Very soon Bob Sandusky was up and painting posters, an example of which was:

CLOSED!

Shortly before the excursion train was due to depart at 6:45 A.M., E.S.T., a Montreal import whom we had (C. W. K.) Heard was adept at striking matches arrived to light the coal and wood stove.

Although the CLOSED! sign hung on the end wall for the first hour of the trip, business commenced at the start. Sandwich and soft drink sales picked up as word of the facilities spread throughout the train. The coffee was ready an hour after the trip commenced. No one complained that it wasn't hot enough! Cooks Freyseng and Heard kept the coffee coming, while your reporter,

Mike Jackson, Geoff Murphy and John Mills efficiently got in each other's way behind the counter. Ron Cooper was the smartest of all as he sat on a garbage pail, out of the way, taking pictures out of the kitchen door.

By the time of arrival at Bancroft, the stock of soft drinks was dangerously depleted. Five more cases were purchased, but these did not last; the final bottle was sold an hour before the end of the trip. The supply of coffee and sandwiches lasted until the end, with very little being left over.

On arrival at Belleville, the empty bottles and other remains were loaded aboard a baggage wagon, a station platform run past of which was provided for the benefit of movie fans. The wagon was hauled around to two local outlets where all but two cases of bottles were sold. These remaining bottles, of a strange Bancroft breed, were taken back to Toronto.

In closing, it is fair to report that many words of praise and commendation were heard for the efficiency of operation of the Dining Committee and the tastiness of the sandwiches. The presence of 15636 undoubtedly kept the morale of the fans high, and at the same time provided endless enjoyment and fun for those who faithfully served behind the counter.

DETROIT TO JACKSON VIA THE G.T.W.

By John Freyseng

There was a larger crowd than usual at the Grand Trunk Western Brush Street Station in Detroit on Sunday morning, June 14th., for this was the day for the Michigan Railroad Club's Spring Excursion to Jackson, Michigan via the G.T.W.'s freight only branch. Standing on the outside track of the stub end station was class S-3-c Mikado 3752, of the Detroit-Pontiac suburban service motive power pool, trailing a 12 car train consisting of one G.T.W. express car equipped with barriers across the open doors, eight G.T.W. coaches, all except one from the Detroit suburban service, two C.N.R. gondolas, each equipped with railings on the ends and bridges to connect with the rest of the train, and finally an orange G.T.W. caboose.

Shortly after 9:15 A.M., E.D~T,, the strange consist snaked out of Brush Street Station for Milwaukee Junction, Royal Oak with its new station, and Birmingham with its car level platforms, where additional passengers were picked up. Northern 6323 with an extra freight for Detroit was passed just South of Royal Oak. The gondolas were well filled as the Special rolled into Pontiac Station where shining J-3-a Pacifics 5043 and 5038 were waiting to replace the large Mikado. After a lengthy delay caused by brake malfunction, three whistle blasts sounded from the head end and with a diesel yard switcher straining on the rear end, the long train proceeded to back out of the station towards Detroit for half a mile and then swing on to the Richmond, MI branch line, the other end of which leads to Jackson. The diesel was cut off (much to everyone's relief) and the two Pacifics clumped across the double track Pontiac-Detroit line, westbound for Jackson. Westbound stops were made at Orchard Lake, Wixom, South Lyon, where a run past across the C&O was held, Hamburg where both engines were watered from a nearby pond and Lakeland where an Ann Arbor time freight blocked the line. Shortly after 4:00 P.M., the 12 car consist rolled past the huge Michigan State Prison which marks the limits of Jackson. The two engines eased up to the freight station where everyone unloaded and retired to the Hays Hotel for a sumptuous dinner (included in the ticket). Everyone had returned to the station by 5:00 P.M. to watch the engines being turned on the small electric turntable which had probably not seen action since the roundhouse was closed a few years ago.

After a lengthy delay caused by tardy rail fans, the two Pacifics coupled onto the express car, pilots first, and proceeded to push the special to the city limits where the engines were run around through a long, hidden (covered) siding, the G.T.W. yard in Jackson not being large enough for such a manoeuvre. The return trip over the 71 mile, rambling, weed covered line featured

stops at Lakeland; Hamburg, where the engines were cut off to take water; South Lyon and Wixom. Several other unscheduled stops were made for reasons which remained a mystery. The two gondolas, now next to the engines, were liberally showered with cinders and many fans took refuge in the caboose which was literally bulging with humanity. Heads and arms were protruding from every possible opening and one could count at least six heads in the cupola throughout the evening. Dusk saw the arrival of the special in Pontiac, the reversing movement to the station accompanied by the growling switcher being repeated. The two tired venerable little Pacifics were cut off for the final time and the large, all welded tender of engine 3752 again locked couplers with the special. Thirty minutes later the husky Mikado was accelerating past 5038 and 5043 who were patiently waiting for a clear track back to the Pontiac roundhouse and a more peaceful life (way freight service on the Caseville branch).

The heavy drivers rolled southward, the green block signals marching past in quick procession. Stops were made again at Birmingham, Royal Oak and Milwaukee Junction where very dirty fans disembarked. By 11:00 P.M. the coupler of 3752 was nudging the bumping post on track 5 at Brush Street, the remainder of the weary enthusiasts filing past, taking a last look at the throbbing giant. The station was vacated quickly and only a knot of people remaining for the bus connection for C.N.R. train 10 witnessed the departure of 3752 for Milwaukee Junction, the sickly yellow headlight fading into the inky depths of the night. The group of six U.C.R.S. Toronto members slept soundly as C.N.R. sleeper car *EXCELSIOR* returned to Toronto and to dieseldom on the C.N.R.

C.N.R. PLANS MAIN LINE RELOCATION AT MONTRÉAL

The Canadian National Railways has commenced work on the relocation of the double track main line of its Cornwall Subdivision from Dorval QC, to the point of junction with the L'Assomption Subdivision, about half a mile west of Turcot Yard in Montréal. The length of the line undergoing such relocation is approximately 4½ miles. The main line will be established along the L'Assomption Subdivision to Ballantyne, from which point to Dorval the present C.P.R. right-of-way will be taken over.

The present line of the Cornwall Subdivision between Dorval and a point east of Lachine Station will be abandoned, eliminating four level crossings. That segment from this point easterly to the junction with the L'Assomption Subdivision will have one of the two tracks on the right-of-way removed, will be lowered to existing street levels, and will be relegated to the status of an industrial spur, as is presently the short segment of the Cornwall Subdivision to Lachine Wharf. This section is the alignment of the Montréal and Lachine Railroad, the portage railway built in 1847, to by-pass the Lachine Rapids, and which was the first railway constructed into the City of Montréal proper.

In association with this project various other works and arrangements will be undertaken. The C.N.R. will construct for the Canadian Pacific Railway a new section of track between Dorval and Ballantyne, which will be located about 100 feet north of the present alignment to be taken over by the National system. Work on this relocation of the CPR line has already begun. The section of the L'Assomption Subdivision east of Ballantyne being upgraded for main line use will be slightly relocated and will have a second track added.

A grade separation will be undertaken in Montréal West to carry Metropolitan Boulevard over the relocated main line, at the foot of Brock Avenue. Another grade separation, a short distance west in Ville Saint-Pierre, will carry Upper Lachine Road over the new main line. The present grade crossing at Maple Avenue will be closed, save for the construction of a pedestrian underpass. A vehicular underpass will be built at 55th. Street, Lachine, to separate the street from both the C.N.R. and the new C.P.R. lines.

Lachine and Dixie Stations, both located on the section of the line to be abandoned, will be necessarily closed, and their immediate areas will thus lose commuter service. Stations at Grovehill and Summerlea Avenues on the relocated line will serve to replace the abandoned stations and pedestrian underpasses under the tracks will be constructed at these locations.

Reference to the map on Page 8 will enable members unfamiliar with the Montréal area to gain a clearer picture of the nature of this relocation project.

Map: Dorval - Turcot, QC, Railway Relocation. 0162-002.pcx

MISCELLANY

➢ The Canadian National Railways will continue its program of extension of Centralised Traffic Control on the Edmunston Division with commencement of installation of the system this year between Pacific Junction (west of Moncton) and Napadogan, NB. The section between Napadogan and Edmunston is already under conversion, while the Edmunston - Monk, QC section saw installation during 1958.

A $200,000 improvement and enlargement program for Edmunston Yard is also to be undertaken this year.

➢ A British exhibition train comprising up to sixty cars is scheduled to make a cross-county tour of Canada during May and June of 1960 to display a comprehensive range of British engineering products. The tour is being arranged by the British Engineers' Association, and will be followed by similar tours of other countries.

➢ The C.N.R. has placed an order for 200 fifty-ton heated box cars with the Eastern Car Division of Dominion Steel and Coal Corporation Limited, for delivery in September and October. The heated box cars will supplement the refrigerator car fleet in the movement of perishables and other goods which must be kept from freezing, and will have an advantage in that their capacity will be nearly double that of a standard reefer.

Prototypes of the heated box car were rigidly tested last winter, when it was found that a constant interior temperature of 40 degree above zero could be maintained in weather as cold as 40 below. The car is designed to create a blanket of warm air around the load.

➢ Mr. D. C. MacPhail of National Research Council in Ottawa told delegates to the 73rd. Annual Meeting of the Engineering Institute of Canada that, despite the existence of some gas turbine locomotives today, certain further developments are required before there can be effective competition with the diesel-electric locomotive. On the positive side, he said that the torque speed characteristics of a turbine make it practicable to use a simple mechanical coupling to the wheels to facilitate starting of the locomotive and reduce maintenance costs. Further, because the gas turbine can use low grade fuels and because it can make use of waste heat, there is a possibility of very substantial savings in fuel costs.

However, to achieve this saving it will be necessary to provide the locomotive with an idling fuel consumption cost comparable with that of the diesel engine. It will also be necessary to ensure that rapid reliable starts can be made in order to take advantage of fuel savings.